

City Council Staff Report

Subject: Overview of Old Town Neighborhood Pilot Projects
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Recommendation

As a result of Council direction to utilize the post-COVID recovery period to consider Old Town safety and circulation pilot projects, staff has put together some additional neighborhood betterment projects that address walkability (active transportation), safety, and circulation, attempt to rebalance residential versus commercial interests, and efforts towards additional landscaping and beautification. This effort has been incredibly collaborative and includes expertise from Engineering, Parking, Economic Development, Special Events, Public Works, and Transportation Planning.

Background

Council and Staff recognize unprecedented times create a unique environment to experiment with lower traffic volumes, fewer visitors, less pressure on constrained residential and commercial streets, as well as the need to test more aggressive right of way mobility options. Staff plans to attempt several new intersection designs to create more friction for commercial traffic, altered traffic patterns to increase vehicular and pedestrian safety, and temporary treatments to rebalance Old Town circulation overall.

Accordingly, Staff has launched, and has planned a suite of near-term safety, traffic, and aesthetic improvements, which is summarized in following report for summer 2020 implementation.

Pilot Project Overview

In addition to the projects currently being implemented in the next several weeks (see table below), if supported by Council and after staff are freed up to implement new projects, additional circulation and pedestrian improvements can be explored. Some examples might include: a one way couplet using Main Street and Swede Alley as a circular one-way, the addition of more paint treatments including artistic crosswalks, paint treatment to the 9th Street turnaround that includes sidewalks and drop and load space, and better painted crossings from China Bridge across Swede Alley to Main Street.

PROJECT	DESCRIPTION	STATUS
Hillside Trolley Turnaround	New intersection striping and planters in ROW to discourage large vehicles and commercial traffic; improve pedestrian safety, new R and L turn lanes.	Completed – July 2
Swede Alley / Main St. Intersection	New intersection striping, planters in ROW, additional signage to visually discourage traffic from entering residential area and encouraging left turn down Swede Alley to public parking garage.	Completed – July 2
4 th & 5 th Street One Way	Extend one way directionality west of Main Street to avoid confusion and reduce neighborhood cut through traffic (this is in addition to the changes made in 2019 for the same streets, but to the East).	In Progress – Mid/Late July
Marsac Signage & Roundabout	Addition of a flashing stop sign at Marsac and Hillside intersection, relocation of 'Stop Ahead' sign, better paint at the stop bar and roundabout.	In Progress – Mid/Late July
Landscaping at Chambers Ave	Staff is planting native shrubs and grasses to create vegetation barrier from Marsac traffic noise as buffer for neighborhood residents.	In Progress – Mid/Late July
Chamber Trail Wayfinding	Adding paint-based sidewalk markings to indicate the trail access from	In Progress – Early July

	Hillside Ave to access Main Street – instead of walking down Hillside.	
Repainting Crosswalks	Restriped all crosswalks in Old Town and Main St. and Swede to better indicate pedestrian safety.	Completed – Late June
'No Left Turn' onto Hillside	Staff will explore and evaluate the possibility of a 'No Left Turn' sign on Marsac at Hillside to prevent downhill traffic.	In Progress – Late July
Sunday Car Free Main St.	Special Events is leading the closure of Main to cars, opening it up to pedestrians on Sundays through Labor Day.	In Progress - ongoing
New Reflective Tape & Striping	Addition of reflective tape in 70 locations to illuminate signage/structures to enhance safety; new Yield arrows on Hillside Ave to slow vehicles.	Complete – Late June

Staff will continue to work diligently to implement low-cost right of way betterments that balance safety, traffic, and residential and commercial interests. Some improvements will take place on UDOT right of way and require specific permitting, such as signage and line painting specifications. Other improvements can/will be implemented immediately.

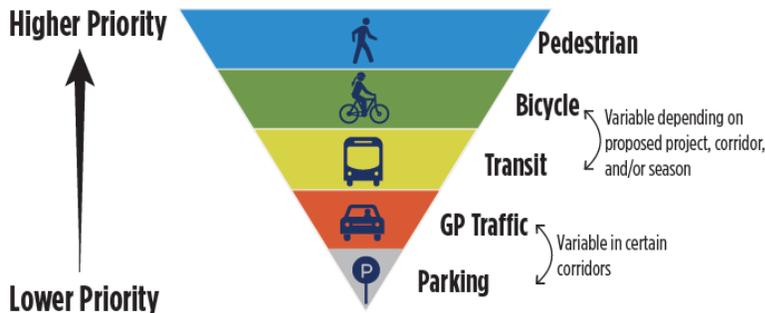
Parking Projects Overview

Parking Staff provided a detailed update on parking technology upgrades to China Bridge on [June 25, 2020](#).

Consider a Temporary Park Avenue Redesign:

Transportation Planning, Parking, Engineering, and Transit Staff have been working on a modal prioritization model to inform right of way projects. This graphic, developed as part of the Park City Forward (Transportation Master Plan) update, illustrates the lens Staff takes in project development and design review:

Modal Priority for Decision Making



Seasonal Design Considerations



- Verify widths of lanes, flex space allow for snow plowing and storage.
- Some uses may be seasonal, such as cycling where on-street and off-street routes are redundant, sign for seasonal restrictions per city engineer direction.



Based on this prioritization model, Staff has been working on redesign ideas for Park Avenue. Feedback from residents indicate that upper Park Avenue feels too busy, congested, and acts like a thoroughfare and parking lot to the commercial district. The desire is for a more welcoming transition zone, from residential to commercial, and a complete street that better values residents, pedestrians, and bicycles.

Exhibit A indicates several ideas Staff is exploring for Park Avenue, and once community engagement is conducted, a low cost design (primarily paint and signage) can be implemented this fall to pilot and test the concept. With Council support, this effort is intended to be a 'living laboratory' of work, and allows Staff to try different treatments before Park Avenue undergoes a more serious reconstruction in 2 or 3 years. However, some of these changes will be

controversial. Communities around the Country are converting streets from vehicle centric concept to a more shared, multi-modal centric concept. These changes are sometimes met with significant opposition, as parking spaces are often lost as other modalities are prioritized over vehicular storage.

Staff will return to Council with an update on proposed design, a limited community engagement plan, and next steps. The project goals are:

- Explore unconventional ideas for how to allocate right of way space typically assigned to vehicles and parking for different transportation modes
- Understand community concerns and wishes, and fears
- Provide transit priority
- Better accommodate bicycles and pedestrians
- Test parking reconfigurations and a residential parking permit program

Data Collection

For the specific efforts listed above, staff is considering the use of the following data sets to better measure what is happening in the area.

Parking:

As indicated in [last week's report](#), the technology upgrade for China Bridge will make collecting information significantly more cohesive for Parking's data platform and offers the ability to better measure occupancy and parking durations. Staff is also considering a rebrand for China Bridge in order to increase utilization for visitors, and staff can measure year over year trends in parking capacity to see if a name change will help with wayfinding and less circling as drivers look for a public parking garage with an unconventional name. Parking Staff will also continue to observe Main Street parking capacity and general surface/street parking and work closely with Executive to determine pricing strategies.

Old Town:

Staff currently has one permanent data collector to collect traffic volumes at the intersection of Hillside Ave and Daly Avenue. Staff has ordered three additional radar data collectors to continue to expand our permanent data collection program and will install these counters in other pertinent intersections in Old Town. While staff's goal is to collect year-over-year data, the existing collector on Hillside has failed several times during the winter and spring of 2019/2020 and is in need of replacement, leaving staff with data gaps and inability to measure traffic movements.

Upgrading the existing counter and then adding data from new counters will allow Staff to develop both a baseline of information and then be able to more effectively report on traffic trends, particularly as circulation and access changes are made in the future.

Exhibits

Exhibit A – Park Avenue Exploration